

TOWN OF NIAGARA
COUNTY OF NIAGARA, STATE OF NEW YORK
NIAGARA FALLS, N.Y.



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Niagara Falls, New York 14305

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TOWN OF NIAGARA PLANNING BOARD MEETING MINUTES

April 5, 2022
7:00 pm
Meeting held at the Town Hall

(Minutes approved at the May 10, 2022 meeting)

BOARD MEMBERS PRESENT:

Barbara Hathaway/Chairman
Ed Herman
Mike Murawski
John Polka

BOARD MEMBERS EXCUSED:

Renee Grant

IN ATTENDANCE:

John Bancroft
Scott Brydges
Marc Carpenter
Amy Dake
Jerry Dee
Mike Finan
Matt Fitzgerald
Ari Goldberg
Chuck Haseley
Lloyd Haseley
Gerald Hathaway

Maura Kennedy
John Kvamme
Benjamin Mueller
Kimberly Nason
Gina Pasquantino
Cal Scalzo
Richard Sirianni
Jonathan Staehr
Chris Stone
Glendowlyn Thames
Lee Wallace
Tom Weber

The meeting was called to order at 7:00 p.m.

I. PRESENTATIONS:

Presentation #1- Joseph Casale III

Project Location: 7431 Sunnydale Drive

Town of Niagara

SEQR
Special Use Permit Request
Tax Map # 131.20-3-16

Joseph Casale III is requesting a special use permit to operate an in home occupation out of his residence located at 7431 Sunnydale Drive. **Tax Map Number: 131.20-3-16 SEQR**

Mr. Casale is a Town resident and full time deputy for the Niagara County Sheriff's Office and also works armed security protecting private businesses throughout the County. Through the ATF he hopes to be licensed to facilitate background checks for lawful pistol permit holders, specifically law enforcement officers for off duty purposes. He is

requesting a special use permit to provide citizens and fellow officers the supplies and tools they need and will work on a part time basis.

Mr. Polka asked if there would be signage. Mr. Casale said there would be no signage or posting. It would be by appointment. He said there would be minimal traffic.

No further comments.

Mr. Polka recommended a motion for a negative declaration on the SEQR.

Mr. Murawski seconded the motion.

ROLL CALL:

YES- (4) Mr. Herman, Mr. Murawski, Mr. Polka, Mrs. Hathaway

NO- ()

ABSTAIN ()

MOTION CARRIES

Mr. Polka recommending approval of the requested special use permit.

Mr. Murawski seconded the motion.

ROLL CALL:

YES- (4) Mr. Herman, Mr. Murawski, Mr. Polka, Mrs. Hathaway

NO- ()

ABSTAIN ()

MOTION CARRIES

Presentation #2- Jonathan Staehr, Buchanan Ingersoll & Rooney PC

Project Location: 7500 & 7510 Porter Road

SEQR

**Minor Subdivision/Combination of Lots/
Area Variances**

Town of Niagara

Tax Map # 145.12-2-4

Jonathan Staehr from Buchanan Ingersoll & Rooney PC is requesting a re-subdivision, area variance for 7500 and 7510 Porter Road and rezoning for 7500 Porter Road. **Tax Map Number: 145.12-2-4 SEQR**

Mr. Staehr explained there are two lots, 7500 and 7510 Porter Road. He said there is a building on 7510 and part of that building encroaches on lot 7500. They would like to reconfigure the lots so the big building is on its own lot which is lot 7510 and the smaller building in the front be on its own lot of 7500. He said there is a zoning change because lot 7500 has a planned industrial zoning and 7510 is light industrial so when they move that portion of 7500 onto 7510 they want to make that portion be the same zoning as 7510. He said they cannot have a lot with two different zoning classifications. They also want to make the rest of the reconfigured 7500 lot changed from planned industrial to general commercial which would help to facilitate the sale of the lot since there are a lot of lots in the neighborhood that already have that. There are variances that need to be addressed such as the access behind lot 7500 which is currently not wide enough. There is a setback issue with lot 7510 which would need a variance. Also, if there are any changes from reconfiguring lot 7500 that would be in violation of a zoning change they would need a variance for that.

No further comments.

Mr. Polka recommended a motion for a negative declaration on the SEQR.

Mr. Herman seconded the motion.

ROLL CALL:

YES- (4) Mr. Herman, Mr. Murawski, Mr. Polka, Mrs. Hathaway
NO- ()
ABSTAIN ()

MOTION CARRIES

Mr. Polka recommended approval for the requested minor subdivision, combination of lots, and requested area variances.

Mr. Murawski seconded the motion.

ROLL CALL:

YES- (4) Mr. Herman, Mr. Murawski, Mr. Polka, Mrs. Hathaway
NO- ()
ABSTAIN ()

MOTION CARRIES

Presentation #3- Scott Miller/Scotts Lawn Inc.

Project Location: 8297-8309 Packard Road

**SEQR
Sketch Plan Review
Tax Map # 146.05-3.1**

Town of Niagara

Scott Miller is requesting approval for a Zoning Variance to allow 8297-8309 Packard Road to become a residential dwelling. The property is located on the South side of Packard Road between Haseley Drive and Young Street. **Tax Map Number: 146.05-3.1 SEQR**

Mrs. Hathaway stated that the applicant for Presentation#3 requested the presentation be set aside until ready to go before the Planning Board.

Presentation #4- Phillips Lytle LLP, Agent/JB2 Partners, L.L.C.

**Project Location: 8955 Lockport Road
8955 Lockport Road**

**SEQR
Preliminary Site Plan Review
Tax Map #- 132.18-1-2
146.05-1-9
146.06-1-1
146.06-1-2**

Town of Niagara

Phillips Lytle LLP, Agent for JB2 Partners, L.L.C. is proposing development of the Facility for the construction and operation of an e-commerce storage and distribution facility on a vacant area of land near the Niagara Falls Air Force Reserve Station and Niagara Falls International Airport.

Tax Map Numbers: 132.18-1-2, 146.05-1-9, 146.06-1-1, 146.06-1-2 and SEQR

Mrs. Hathaway stated the following order for the presentation. The applicant will give their explanation and discuss with the Planning Board. The Planning Board members will have their time to ask questions. The

Planning Board will then give the audience the opportunity to present any questions. A limit of 3 minutes will be given to each individual in the audience.

Kim Nason, Attorney with Phillips Lytle, stated she represents JB2 Partners who is the applicant and developer. She also introduced the others present that will also be representing for the project. Matt Fitzgerald is also with Phillips Lytle, John Bancroft and Adam Terrell with JB2 Partners, Mike Finan with Langon Engineers, Amy Dake with SRF Associates- Traffic Engineers of the project. There is also Ben Mueller from Ostergaard Acoustical Associates, who is the noise consultant, Maura Kennedy and Glendowyn Thames with the tenant.

Ms. Nason stated an application was filed for site plan approval, lot consolidation (4 parcels are on this site), and certain area variances. The proposal is for e-commerce storage and distribution facility for consumer goods.

Location is to the west of the air reserve station and to the south is the airport.

They will compile all feedback received and submit a written response to the Town which can be made available to the public.

Maura Kennedy stated she is with Amazon and they are looking to build a First Mile Fulfilment Center. This is the very start of a products journey. Once a customer places an order it is taken off the shelf at a facility like this and put into a box and it then starts its journey to the customer. Depending on where the item is and where it is stored in the network it will go from here to a Middle Mile Center and will then go to a Last Mile Delivery Station which is the last place an item goes before being delivered to a customer. The facility such as this will have 1000 full time employees, with an average salary of \$18 plus an hour. All employees in the facility will have the exact same benefits that a manager will have which includes health and dental insurance, 401K with match, paid family leave which starts the first day of employment. There is also a Career Choice benefit in which Amazon pays in advance for employees to receive higher education, whether it be for a GED, English as a Second Language class or all the way through to 4 level universities that Amazon has partnered with.

Ms. Nason stated that the site is 216 acres, 4 parcels currently zoned heavy industrial. It is bounded by Haseley Drive on the west and the Air Reserve Station is to the east and the airport to the south. There is a mix of residential, commercial, agricultural and industrial uses around the site. She said this site has been targeted for this type of development. It is a NYS shovel ready certified site. The facility has approximately a 650,000 square footprint overall. The building is 5 stories or 107 feet tall at its highest point. It is set back with the front, rear and side yards with 900 trees and evergreens and 400 shrubs and grasses included. The height of the building will need a variance.

Ms. Nason said they attended the County Planning Board meeting in March 2022 and a positive recommendation on the application was received. She said an environmental review will be required. The files submitted to the Planning Board also went to 28 interested and involved agencies and they will review and provide feedback. She said they will compile all the information, provide the information to the Town, and address any comments received.

The packets include the following information:

- General site plan
- Lighting plan
- Landscaping plan
- Storm water design
- Erosion and sediment controls
- Part I of the Environmental Assessment Form
- Analysis of Environmental Impact

- Summary of potential impacts and several technical reports which include:
 - Draft geotechnical analysis
 - Storm water inclusion prevention plan
 - Wetlands and waters impact analysis
 - Threatened and endangered species assessment

- Visual analysis assessment
- Cultural resource assessment
- Detailed traffic study
- Water and sewer engineers report
- Evaluation of sight and sound emission and noise study

Mr. Finan with Langon Engineer explained the existing conditions of the site and showed an image of the boundary of the property which is 218 acres. The site is mostly farm fields with approximately 45 acres of wetlands on the current property. The far west side of the site is encumbered by a 100 year flood plain and they are not developing in that area. They will have a gas main crossing that, but will try to stay out of that area as much as they can. The site gently slopes from north to south which is Lockport and Packard Roads down towards the airport.

They are proposing an approximate 650,000 square foot building that is multi-story that sits roughly in the middle of the site. There is a parking field in the north with 1,755 car parking spaces for employees, trailer loading docks and parking spaces on the back side of the building on the south side and on the west side. There will be about 414 trucks that will access the site with 55 loading dock spaces. Trucks will access the site from the western most driveway access across the street from Lockport Road, County Road, North 6. It lines up with that intersection which was done intentionally. Only trucks will come in and out of this site which is the primary access for trucks. On the east side where Tuscarora Road is there is a secondary access which is only for exits only and for trucks and vehicles. It will primarily be used during peak times or peak season and won't be used on a regular basis. There is two other access points along Lockport Road, one in the central and one on the east side which will be used by employees only. The two entrances will also be used for bus drop offs at the front part of the site. The two intersections on the west and far east are signalized, but the one in the middle is not. There is a full storm management plan that includes water quality treatment which will go to a bio-retention system. Any excess storm water will go to a detention basin. They will be dry on purpose so as not to create any water fowl to the area because of the airport. Landscape berms are included in the landscaping to the front of the property which range 12 feet tall which will buffer the building. Landscape berms are also on the east side of the site to buffer the residential homes along Lockport Road from the site. They have a completely new sewer system, water, gas and electric. There are utilities in the existing and surrounding streets. They plan to improve most of Lockport Road from a little further from their westerly driveway all the way to the east which goes out to Tuscarora Road. This will include left and right turn lanes, signals and through lanes. Tuscarora Road will be improved as well from the exit to the intersection of Lockport Road. They will widen that to allow for two-way traffic.

Mr. Finan showed displays of the landscaping from several views and areas on the property and the projection of what it would look like in 5-years and 10-years after planting. They are proposing about 1300 trees.

Ms. Amy Dake, Traffic Engineer with SRF Associates stated they did prepare a comprehensive traffic analysis for this site. They looked at eleven different intersections in the area ranging from the Packard Road intersection with the I-190 southbound and northbound ramps all the way through Packard and Lockport Roads, the site driveways going to the east, Tuscarora Road and Walmore Road both north and south. They also looked at Niagara Falls Boulevard at Niagara Road and Walmore Road and to the north looked at Lockport Road and Military Road. They performed data collections and they looked at am and pm peak times and they want to overlap traffic from the site with commuter traffic. The data collection was completed in October-December 2021 and January 2022. They did look at the impact of COVID and made some adjustments with that. They also accounted for traffic due to new developments and growth of any unknown new developments in the future. They also did a site generated traffic analysis and also of intersections in many different conditions. They are recommending some improvements in site driveways. The main intersection at Lockport Road and Packard Road they will be installing a new site driveway directly opposite that intersection. That will be entirely used by trucks and some employees. They are recommending a traffic signal at that location. They are widening the Lockport approach from the north to provide a right and a left turn lane separately. Lockport road westbound already has a right turn lane and that will remain, but they will add a left turn lane for traffic entering the site. The eastbound direction they are adding a left turn lane for traffic going to Lockport Road as well as a right turn lane for traffic entering the site. The site driveway itself will have two exiting lanes. The next driveway to the east in the middle of the site will not have a traffic signal, but will have two exiting lanes. They are recommending that Lockport Road be widened from the Lockport-Packard Road intersection all the way to the east side of the site. It will then be three lanes wide. At the eastern most driveway everything will be the same with the left turn lane entering traffic from Lockport Road with two exiting lanes. This intersection will have a traffic signal for employee traffic. The far intersection at Tuscarora Road will also have a left turn lane on Lockport Road and Tuscarora Road will be improved to allow for that traffic.

Mrs. Hathaway asked Mr. Haseley if there were any responses from department heads or other entities that we received notices from regarding the applicant packet. Mr. Haseley said no. Ms. Nason said they are following up with the agencies and following up with any questions they might have. She said the Town has a list of all the agencies in case they are needed.

Mrs. Hathaway asked if the applicant would be doing the mediation of the Lockport and Packard Road intersection instead of NYS DOT. Mr. Finan said they will need a permit from the County, but they will be making that improvement.

Mrs. Hathaway commented that she was very much in favor of the greenery that will be provided.

Mr. Herman asked about the number of full time employees there will be and the average pay along with seasonal employees. Ms. Kennedy said 1000 full time employees and the average pay is \$18.00 per hour. She said there would be seasonal part time employees.

Mr. Polka asked the breakdown of the employees as far as general labor and management. Ms. Kennedy said roughly about 90 % regular employees and 10% management. They do maintain all the robotics in-house as well. They are building in a classroom at the facility and will partner with local community colleges and others to work with employees.

Mr. Polka asked about the variances. Ms. Nason said there is a variance for the height of the building and two variances related to the signage. The requirement is not to exceed 200 feet for a sign and the one sign on the building will be 275 square feet and the other will be 288 square feet. She said there is a limit of two freestanding signs and they will have one in each driveway so they will need a variance for that. There is also a variance regarding the driveway locations. The code states that entrances or exits should not be within 100 feet of any intersection, but their access drive connects directly into the Packard-Lockport Road intersection.

Mr. Polka asked if there are any provisions for electrical charging stations. Mr. Finan said there are in the truck port area and he believes in the employee area as well.

Mr. Polka asked if there are any truck refueling stations and Mr. Finan said no.

Mr. Polka asked if there would be any local deliveries coming from this site. Ms. Nason said no and that it would be mostly large trucks.

Mr. Polka asked the number of trucks to and from the facility on a daily basis. Ms. Dake said on a daily basis it is 494 trucks in and out of the facility. Mr. Polka asked the average duration a truck is in the facility. Ms. Dake said she did not know, but said it would be hours and not days. Mr. Polka asked if the operators of the trucks would be Amazon employees. Ms. Dake said they are third party contractors. Mr. Polka asked about the truck path and to what he has heard it would primarily be the 190 Thruway to the Lockport/Packard Road entrance and then west back to the 190 Thruway. Ms. Dake said that is correct. Mr. Polka asked if there were controls in place to prevent truck idling. Mr. Finan said NYS has a strict idling law which he believes is 3 minutes and then are fined if it exceeds that time period. He said he thinks there is signage in the truck areas. Mr. Polka asked about the middle employee entrance and if it creates more problems than it helps. Ms. Dake said if there are delays with employees exiting the site they will find their way to one of the signaled exits. The signal will also create gaps in the middle entrance when they turn red on Lockport Road so it will be fairly easy for employees to exit the site at the middle driveway.

Mr. Polka said there was one intersection not addressed at Tuscarora Road and Lockport Road where the bridge goes over the railroad tracks. He notices traffic builds up there and asked for a second look to be taken in that area. Ms. Dake said they did not include that in the traffic study because when they looked at where traffic was going to come and go to in terms of where employees would live they did not anticipate a lot of traffic using that roadway. Mr. Polka said it plans to be a convenience path and asked the applicant to look at that for a possible traffic signal. Ms. Dake said that sometimes traffic signals do not meet the warrants, but they will take a look at it. Mr. Polka asked what percentage of employees will go east, west, north and south. Ms. Dake directed Mr. Polka to Figure #6 in the study and that shows the actual distribution percentage. She said about 55% of the traffic would go to and from the east, and the rest would go to the west and disburse to Niagara Falls and the 190 Thruway.

Mr. Polka asked if there would be provisions made for plant irrigation until plants are established. Mr. Finan said most of the plants used are drought tolerant and they believe they will survive without irrigation so they are not proposing any irrigation for the landscaping. He said they have a long term maintenance replacement plan.

Mr. Polka asked if the sidewalks that are on the north side of Packard Road that stop short of Haseley Drive could be extended wherever they would see a reasonable point of entry into the facility from the west. Mr. Finan said they could take a look at that.

Mr. Polka said one of the concerns is to make sure that the fire department doesn't have an issue with the building height. Ms. Nason said they have had detailed discussions with the fire department and they have been given input into the facility. She said they worked together with the developer and the tenant with the development of a safety plan for the facility.

Mr. Polka asked if any of the excavated material will be leaving the site and Mr. Finan said it would not.

Mrs. Hathaway stated she received a letter that Mr. Wallace received from resident Chris Borgatti. Mr. Borgatti was not able to attend the meeting but Mrs. Hathaway read parts of the letter. Mr. Borgatti stated the following recommendations:

First, I recommend that in any agreement, we focus on how the facility can be built by local construction workers here in Niagara County and WNY and that using public dollars of this magnitude should require a project labor agreement and ensuring that prevailing wage rates are paid.

Second, I recommend that any agreement be immediately followed with a County investment in local recruitment for these jobs.

Third, I recommend that all of the traffic studies and outlook be done effectively, but also efficiently. There will no doubt be an uptick in traffic in the local area.

Finally, I want to commend the Town of Niagara Planning Board for treating this project with such great urgency. Our County, and region desperately needs good paying jobs and we need them right here at home. The economic impacts from this project can be huge if we do it correctly. Our investment must remain focused on strengthening our local workforce and ensuring our local communities reap the direct economic benefits of any investment they make with their tax dollars.

Mrs. Hathaway also has letters from the following local unions that are in favor of the project.

- Iron Workers Local 9
- W.N.Y. Teamsters Joint Council No. 46
- International Brotherhood of Electrical Workers
- Cement Masons Local #111
- International Union of Elevator Constructors, Local 14
- Local 22 U.A. Plumbers & Steamfitters
- Niagara County Building & Construction Trades Council
- Plasterers & Cement Masons Union
- United Brotherhood of Carpenters and Joiners of America

Mrs. Hathaway stated she will open the meeting up for the people in the audience. Each person will be allowed 3 minutes.

Cal Scalzo- Packard Road Resident

Mr. Scalzo stated that the traffic study is inaccurate. He said from what he read there will be 850 trucks at night and 500 during the day. He said there are already people who have moved out because they had a heads-up about what will be going on. He said for the property owners it will be worse than living next to the thruway. Also, there is the issue of additional aircraft parked behind his house. He said property values of homes will go down. He said the jobs that were talked about are minimum wage jobs and you see on the news everyday how the employees are treated.

Gina Pasquantino- Juron Drive Resident

Ms. Pasquantino said she found out yesterday by accident that this project was happening. She stated she is mad and asked who would want to build their house across the street from this. She said it is an eyesore. She said she pulled

out of building a home because of this. She said there will be 900 plus trucks running past her house which would be about 1.2 trucks by her house every minute. This project should have been more open. These are our homes and no one has really thought about it.

Paula (last name not audible) Tuscarora Road Resident

Ms. Paula stated that Mr. Polka had said there is a 2-million-dollar project in process now to mitigate flooding on Tuscarora Road and Roberts Drive and asked if everyone was aware. She asked if she thought it would be prudent to find out the specifics of that project to make sure there is no unintended consequence between this and the Amazon project.

Jerry Dee- Rochester, NY Resident

Mr. Dee said that he is a carpenter's union representative from local 276. He said this project means good paying jobs for local 276 members. He said union carpenters have a solid relationship with a multitude of developers across Western New York. These jobs provide a wage one can raise a family on, pay a monthly mortgage, creating a solid base of taxpayers that stay here in WNY. Our workforce receives benefits that provide health care, and retirement security. This project also provides an opportunity for local apprentices to develop professional skills that enable them to root their life here in WNY.

John Kvamme, Lockport Road Resident

Mr. Kvamme showed on the diagram that he lives across from Amazon. He said property values will be affected. He said he would appreciate if this plan does go through that he would be reassessed since he will not be at the same tax level. He said he has two neighbors that are residents and they will be affected. He said one truck will be passing by every three minutes. Being where he lives he has the rock quarry trucks that are just about ready to start up. He said there are signs "No Jack Breaks" which is a Town ordinance. The trucks with the green cabs start jack breaking all the way from Haseley Farm all the way down and still doing 35 miles per hour with their semi-trucks coming around Lockport Road and Packard. What will happen with the red light and semi's coming down on that intersection. He said he is not sure if they did the traffic study when the quarry was operating, but the asphalt plant has very heavy traffic and that needs to be addressed. There has to be something done for the people that are affected. All the quality of life is going to change and that needs to be taken into consideration.

Lloyd Haseley, Located directly across from the project

Mr. Haseley said he is for this project. He said he and his wife came up with a plan regarding the traffic. He said he talked with the owners of the land and they think it is a good idea. He said all the traffic can go behind and there is a direct line right out to the thruway. He said you'd have to cross Young Street and some other minor streets and build over Military Road an overpass so they have one direct route to the thruway. He said it will not work the way it is now with the cars and trucks. He said this would be an alternative to go right next to the airport, go through Youngs Street, Porter Road, over Military Road and even the thruway comes to the nearest point there. He said this needs to happen for our Town, but an alternative for the traffic needs to be considered to make it work.

John Cooper- Ward Road Resident

Mr. Cooper said he is the Chairman of the Niagara Military Affairs Council and they advocate for the Niagara Falls Air Reserve Station. He said 244,000 cars went through the main gate on Lockport Road to the Air Base. He said Tuscarora Road is 5/10 of a mile from there and they have great concern about entering the base especially when going east there are vehicles swinging by you on the shoulder of the road. He said that is something that needs to be brought into the traffic study to make sure that the crewmen and military members who enter that base are safe.

Tom Weber- Packard Road Resident

Mr. Weber said the traffic study is flawed. He said he likes Amazon and thinks they should come, but he has neighbors and he sees them all the time that have kids out on the street on Packard. He said a traffic study should not be done by Amazon because it is a biased opinion. He said the numbers are not accurate in the traffic study especially when they are from the Fall to January. He said they have to come here in the Spring and try and get out of his driveway. He said there is a bump in the road and every loose gate on a truck that goes by makes noise. He said forbid the people from going on Packard Road. Speedway and Tim Hortons and the whole intersection is a cluster to begin with. He said road rage is going to be rampant. He said he had concerns about people on their lunchbreak now that NYS legalized marijuana.

Joseph (last name not audible)- Packard Road Resident

Mr. Joseph said he can see the entrance from his home on Packard Road. He is concerned with the traffic and he has a difficult time getting out of his driveway now and also very difficult during the airshows. He said when the airshow

comes he goes away because he can't even get into his own driveway. He said he appreciates Amazon bringing more jobs to the Town and bringing more commerce here and it will be a plus for generations to come. It does inconvenience him, but he would like to see most of the traffic go out Lockport Road. He also asked if Amazon could revisit the turning lanes at Lockport Road. If a truck breaks down on his road there is no shoulder and it makes it tough.

Mr. Polka recommended a motion to table the applicants request pending information from the Town engineers, the Town Department heads and the 28 agencies that were referenced and see if they have any suggestions or concerns and responses from the applicant to the Planning Board along with questions and suggestions from the public comment period. (Mr. Herman asked if the Planning Board could add to the motion the possibility of looking at alternatives and options for the traffic flow which has been brought up by a number of people in the audience). Mr. Polka agreed and added to the motion.

Mr. Herman seconded the motion.

ROLL CALL:

YES- (4) Mr. Herman, Mr. Murawski, Mr. Polka, Mrs. Hathaway

NO- ()

ABSTAIN- ()

MOTION CARRIES

Mr. Murawski recommended a motion recommending approval of the Planning Board minutes from the March 1, 2022 meeting.

Mr. Herman seconded the motion.

ROLL CALL:

YES- (4) Mr. Herman, Mr. Murawski, Mr. Polka, Mrs. Hathaway

NO- ()

ABSTAIN- ()

MOTION CARRIES

Meeting adjourned at 8:45 pm.

NEXT MEETING: Tuesday, May 10, 2022 (Originally the meeting was scheduled for the first Tuesday of the month on May 3, 2022, but was changed to May 10, 2022.)

Respectfully submitted,

Kimberly Meisenburg
Planning Board Secretary